

Economy and Transport Update

Summary of responses to Traffic Management Act (TMA) Part 6 consultation

1. All responding authorities supported the introduction of the powers contained in the TMA Part 6 except Southampton City Council (which did not oppose them, but was in the process of conducting a feasibility study on bus lane enforcement) and Oxford City Council (which pointed out that it was not the highway authority and so would never be able to use the powers, but would support their use by the County). All the other responding authorities else except Salford City Council said they would use the powers, Sheffield City Council had reservations.
2. Birmingham City Council 'welcomes this consultation and would actively look to support such powers should they be come available.... [They] believe that active and targeted enforcement of such offences would greatly assist in carrying out [their] Network Management Duty... [and] there could be considerable benefits to road safety'.
3. Brighton and Hove City Council responded that '[their] Traffic Manager Road Safety Manager and local transport operators ... are of the view that these additional powers are needed ... [They] believe that these powers would provide a useful tool for making headway with improving [road safety and] lead to greater consistency [on bus lane enforcement]'
4. Bristol City Council Liberal Democrat Group said that they 'support the introduction of these powers and will be pleased to recommend this to [their] colleagues for their consideration'.
5. Leeds City Council said 'should the powers.... be enacted Leeds City Council would wish to use them'.
6. Liverpool City Council 'does support the enactment of the powers and would indeed seek to use them'.
7. Manchester City Council 'is in support of implementation of the remaining powers contained in the TMA' [and would utilise them].
8. Newcastle City Council 'still wish to adopt these powers and would welcome the enactment [of them] as soon as practicable'.
9. Nottingham City Council 'would be enthusiastic to use these new powers'.
10. Plymouth City Council 'would welcome the introduction of these new powers and have a real need for them'.

Appendix B

11. Reading Borough Council responded that 'these enforcement powers are needed as soon as possible'.
12. Southampton City Council was commissioning a feasibility study on bus lane enforcement and therefore had no view pending the outcome of that study (it might want to consider the other powers in future).
13. Salford City Council's position was partly a consequence of a lack of resources but also because it felt the issue was one which might be taken up by the greater Manchester combined Transport Authority for which it could not speak.
14. Sheffield's reservations related to resources and about the degree of signage required which they wanted reduced.